

CALLS FAVORITISM MOTHER OF TRUSTS

(Continued From First Page)

figure in waterway improvement efforts, pressed four vital points. They were:

There must be terminals at points which desire to share in congressional appropriations.

Traffic must be prorated between railroads and waterways, as is now the case between railroads.

Such rates between competitive points as will destroy weak water lines must be prevented.

There must be co-operation and not competition between the different sorts of transportation facilities.

Mr. Small indirectly struck Richmond by saying that it must be understood by Congress that cities which will not pledge terminal facilities should be denied appropriations. This would result in losing the money now voted for improving the James until Richmond building a public wharf and warehouses. There must also be, he said, a connection with one or more railroads, mechanical devices for transferring shipments, and arrangements for the interchange of freight. These terminal facilities must be owned and controlled by the municipality.

Differing Methods.

Railroads in the West, pursued Mr. Small, have made low rates to destroy water competition. In the East they have been more humane, and have increased the point of co-operation.

Mr. Small said it would be strange if in a republic the creatures of the government, which are granted rights by it, should not be administered in their internal affairs for the welfare of their country.

The propaganda of the association, said Mr. Small, had been effective. Now the time has come for action. Pushing the four points he made would result, he believed, in the speedy and satisfactory consummation of the plan, and the whole would surpass any development in Europe as the handmaid of commerce and prosperity.

President's Address.

Decidedly the feature of the morning session, and that which brought forth the most enthusiastic encomiums from Mayor Gaynor, was the annual address of President J. Hampton Moore.

He presented an extensive statement of the situation as it exists, and reviewed the successes and the disappointments of the past years. Every year has found growing public interest in the aims of the Atlantic Deep Waterways Association, and gains are to be noted in every State affected.

Local projects have been planned and in some cases consummated, indicating increasing attention to the utilization of the navigable streams of the Atlantic seaboard States and cities.

Prevention of the loss of lives and of property was emphasized, to result from an inland highway composed of bays and rivers and canals, relieving the storms and the tides of the ocean and robbing the eternal seas of their annual toll of blood and treasure.

Mr. Moore, who has been called "the father of the waterways plan," held his audience throughout with vigor and telling effect, and was frequently interrupted by rounds of applause.

Subject Illustrated.

The Jefferson Auditorium was filled last night with an audience which listened with attention to two illustrated lectures on the subject of deeper waterways. The entire coastal plan as adopted by the association was portrayed on canvas and explained by

W. L. Schmitt, secretary of the Commercial Museum of Philadelphia. And then the audience was made to feel ashamed of the backwardness of the United States in comparison with what has been accomplished in European countries toward a safe and satisfactory system of inland waterways.

This lecture was given by former City Engineer Frederick Ford.

Work Nearer Home.

After lauding the work on the Panama Canal as complementary to American engineering skill and as having brought laurels to the American name, Mr. Moore asked whether it was not time to take an account of what Americans have failed to do nearer home.

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The Kind You Have Always Bought

Bears the Signature of

Wm. D. Druggists

In Use For Over 30 Years.

Small, Conn. A social affair ended the evening.

New London, Conn., seems to have the field all to itself for the 1912 convention. It either has all possible contestants so badly defeated that they have given up the fight, or else somebody is conducting a gumshoe campaign. Hartford is helping New London, and the delegation from the city on the American Thames was claiming victory last night. The committee on time and place of the next meeting will get together this morning.

There were, however, some kicks. "If they go to New London," said one delegate, "the meeting will be held in July, for we shall have to hold the parks. They can't handle this body." A mere suggestion of such an argument to one who wore the New London badge was productive of such a gathering of figures and argument as to make the listener wonder if New York was not being described to him.

The Committees.

The committees of the convention are as follows, the first five of each being named by the president and one by each of the delegates.

Resolutions.—John H. Small, member of Congress, North Carolina, chairman; Charles Heber Clarke, Pennsylvania; Joseph A. Goulden, New York; Senator Anthony Higgins, Delaware; E. W. Douglas, New York; Robert McCuen, Vermont; J. H. Taylor, Massachusetts; J. B. Burt, Rhode Island; J. C. Warrant, Connecticut; James L. Wells, New York; George E. Bartol, Pennsylvania; Samuel E. Perry, New Jersey; Charles R. Miller, Delaware; Frank N. Hoen, Maryland; Harvey M. Dickinson, Virginia; J. T. Vann, North Carolina; Joseph Schenk, South Carolina.

Ways and Means.—Frederick W. Donnelly, Trenton, N. J., chairman; Charles W. Young, Pennsylvania; Oliver Gildersleeve, Connecticut; William T. Budd, Delaware; James B. Blades, North Carolina; Charles H. Tenney, Massachusetts; Joseph H. Rhode Island; Frank H. Chappell, Connecticut; William W. Loomis, New York; Theodore Justice, Pennsylvania; C. Curtis Purdy, Delaware; J. Charles Linthicum, member of Congress, Maryland; W. E. Cottrell, Virginia; J. H. Robinson, North Carolina; H. B. Springs, South Carolina.

Time and Place.—Frank Fessenden Crane, Massachusetts; Bryan F. Mahan, Mayor of New London, Conn.; C. F. Burns, New York; W. A. Boykin, Maryland; M. D. Dunbar, North Carolina; Frank E. Howe, Vermont; C. P. Chase, Massachusetts; J. H. Rhode Island; William H. Loomis, New York; Theodore Justice, Pennsylvania; C. Curtis Purdy, Delaware; J. Charles Linthicum, member of Congress, Maryland; W. E. Cottrell, Virginia; J. H. Robinson, North Carolina; H. B. Springs, South Carolina.

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To-Day's Program

Auditorium, Jefferson Hotel.

MORNING SESSION.

Presiding officer, Hon. T. Harry Covington, M. C., Maryland.

10 A. M.